

Investors' Service

The Washington Times will be glad to answer for its readers inquiry about investments in stocks and bonds. It will give the best available information from the most authoritative sources. This service is entirely without charge, and all letters will be held in strictest confidence. Every inquiry must contain name and address of the writer and a two-cent stamp for reply. All unpublished answers will be made direct by mail. Address all queries to The Washington Times Investors' Service, Munsey Building, Washington, D. C.

WANTS TO INVEST \$20,000.
T. C. S.—In a short time I shall be in possession of \$20,000, which I wish to invest for income, and should appreciate your advice in the matter.

I hold at the present time \$5,000 in 4% per cent Victory notes and \$5,000 in first mortgage real estate bonds purchased from S. W. Straus & Co.

What is your opinion of Cities Service preferred, American Telephone and Telegraph, United States Rubber preferred, American Tobacco preferred, Central Leather preferred, Canadian Pacific preferred, and American Car and Foundry preferred?

Answer—Cities Service, United States Rubber, American Tobacco, American Car and Foundry, and Canadian Pacific preferred stocks are attractive and probably secure as to dividends and market position.

Also American Telephone and Telegraph.

But we do not think that you refer to Canadian Pacific preferred, as this stock seldom reaches the New York market and is held mostly in England. It is listed in London.

Canadian Pacific common, listed on New York Stock Exchange, pays divi-

dends to investors in the United States through the Bank of Montreal, New York.

Central Leather preferred dividend is in doubt, probably in danger, and we should advise you to leave it alone. The latest payment was made April 1. The stock has declined 30 points this year.

The other preferred stocks and American Telephone are so well established as to need no discussion. Add to your list, if you want stock investments, the following preferred issues: United States Steel, National Enameling and Stamping, National Lead, Virginia-Carolina Chemical, American Locomotive, Baldwin Locomotive, American Can, Pressed Steel Car, Republic Iron and Steel, Railway Steel Spring, Famous Players, Standard Oil of New Jersey, and Standard Oil of Ohio.

We have not attempted to name these stocks in order of preference. All are good. By buying ten shares each of these and of those you referred to, you will have a well diversified investment for approximately \$20,000.

By all means hold your straws bonds. They are high grade. Of course, you will hold your Victory notes.

FINANCE AND BUSINESS

By B. C. FORBES.

The great undercurrents of business are flowing in the right direction. District, but not drastic, progress is being made toward better times.

Healthy developments have crowded upon one another so rapidly that the more significant can be even mentioned.

The lowering of commercial discount rates at New York, Atlanta, Chicago means not only that rates will be reduced elsewhere, but that the Federal Reserve Board has at last been converted to the advisability of stimulating much-needed recovery in business. "Frozen credits" are steadily being thawed out, the clamor for credit facilities has diminished; bank reserves have risen to new high levels, and some \$300,000,000 in gold has poured into this country since the year opened.

Abroad, too, several bank rates have been reduced. And—significant of faith in the outcome of the reparations negotiations—the leading foreign exchanges have all been moving to new high quotations for the year.

In short, the improvement in the strictly financial outlook has been most notable.

OPTIMISM DEVELOPING.

Optimism has developed remarkably.

The New York Stock Exchange had three "million share days"; there has been at least a moderate increase in security buying by the public; many stocks touched new "tops" for the year; bond quotations also advanced; and new offerings have been well absorbed.

Price movements, correctly interpreted, have been gratifying.

Quite a number of commodities, materials and merchandise, which had been unduly depressed, have shown unmistakable signs of recovery. Wheat has done distinctly better. Cotton has more than held its own. Wool and certain woolen goods have advanced. Silk and silk goods, on renewed demand, have also moved up. The whole dry goods business, in fact, is in a healthier condition.

Dullness and weakness in steel are salutary, for the steel industry delayed general recovery by refusing to readjust prices promptly.

Reductions in certain makes of automobiles need occasion no alarm, for general speaking, automobile prices have not yet moved down commensurately with other things.

The cuts in tire prices will tell severely upon many plants, but an estimated saving of well over \$20,000,000 to tire consumers during the current year may do something to quicken buying.

PUBLIC REFUSES TO PAY HIGH PRICES FOR COAL.

The refusal of the public to pay high prices for coal is perfectly understandable, and it is earnestly to be hoped that the result will not be another squeeze of consumers next fall, but an orderly and substantial lowering of retail prices; this is a situation which the Government would do well to keep at.

Announcement of another huge auction of carpets and rugs emphasizes the short-sighted policy pursued by readers in this industry in maintaining war-time prices overlong.

On the whole, price movements are in the right direction. The failures were 27 per cent below those of the previous month and another substantial decrease was recorded last week.

Genuine progress is being made in readjusting wages.

Judge Gary's action in effecting a cut of 20 per cent has provoked no audible protest from those affected. Here and there strikes have broken out, but the majority of workers have accepted the inevitable without making matters worse by throwing themselves and plants idle.

In financial circles every confidence is felt that railway wages will be reasonably moderate and that, despite the present spectacular actions of the men's representatives, the workers themselves will peacefully agree to the new schedules.

Nowhere has the outlook undergone greater transformation than in the transportation field. A February deficit of more than \$7,000,000 was turned into a surplus of fully \$28,000,000 in March, and April returns should disclose further improvement, as the number of idle freight cars decreased substantially as the month progressed.

LET BUSINESS EXPAND.

Let general business activity expand rationally, as it promises to do, and let wages be lowered in accordance with expectations, and the whole railroad outlook will be entirely different from what it has been.

Unquestionably, management has benefited by recent ordeals and recent criticisms; the dropping of so many employees has done much to

RE-DISCOUNT CUTS BREED OPTIMISM

Further Reductions This Week Will Stimulate Firms Which Need Credit.

Further reductions in re-discount rates of Federal Reserve Banks are expected this week to feature developments in the financial situation.

Drops below the present 7 per cent rate maintained by the Federal Reserve Bank at Dallas and Minneapolis are predicted by banking circles, following the sharp cuts made at eastern and southern banks.

Government officials are confident the cuts in re-discount rates will have a stimulating effect upon business and industry. The drops already authorized apparently have given a more hopeful feeling among business interests needing credit support for new development work.

The Federal Reserve Board is now engaged in a systematic study of the new credit difficulties of industry and agriculture. The board is particularly concerned at this time with the financial troubles of the farmers.

The farmers' troubles will be solved in part by re-discount rate adjustments, but the board is said to feel that any additional means which may be necessary must be supplied by the Government. To this end Governor Harding of the Board, and his associates in that body, are thoroughly canvassing conditions.

The results of this survey will be laid before the advisory council to the Federal Reserve Board, which is to assemble here early next week, for further decisive steps to ameliorate condition in the farming and other industries.

SOUTHERN RAILWAY TARIFF RESTRICTED

I. C. C. Suspends Certain Schedules—Fixes Interchange Point in Atlanta.

The Interstate Commerce Commission today suspended from May 6 until September 3 the operation of certain schedules in the Southern Railway Company's tariff. The suspended schedules proposed to restrict at Atlanta, the point of the Southern railway interchange with each of the other lines reaching Atlanta, and provides that traffic will be interchanged with connecting lines only at the point indicated, and will not be accepted from, or delivered to, connections at other points either directly or through intermediate switching lines.

The proposed designated point of interchange at Atlanta connects the Southern railway and the Louisville and Nashville is at Decatur street, and industries more than three miles distant from this point would be assessed a switching charge of 1 1/2 cents for 100 pounds, whereas the present charge on coal, for instance, is \$2.50 per car.

to restore the efficiency of labor and to pave the way for more sensible working agreements; the easing of the monetary stringency will facilitate the raising of needed capital; the drop in steel and other materials means that the railroad dollar will go farther, and in time there will doubtless be desirable rate changes to stimulate traffic. Meanwhile, railway curricula are coming into somewhat greater favor.

AN ADDED THOUGHT.

So much for facts. One thought should be added. The American people are temperamentally optimistic, energetic, progressive. The majority have had a surfeit of pessimism.

Everyone is now bent upon hastening the resumption of normal activity and the banishment of depression. In the highest financial circles fears have been harbored of a premature revival lest the process of readjusting wages and certain unjustifiably high prices might not be carried out to the point demanded by sound economics. However, events are gradually removing such fears.

The minds of the American people have turned toward prosperity, and there is every justification for expecting its realization—not in a hand-clap, but gradually, surely.

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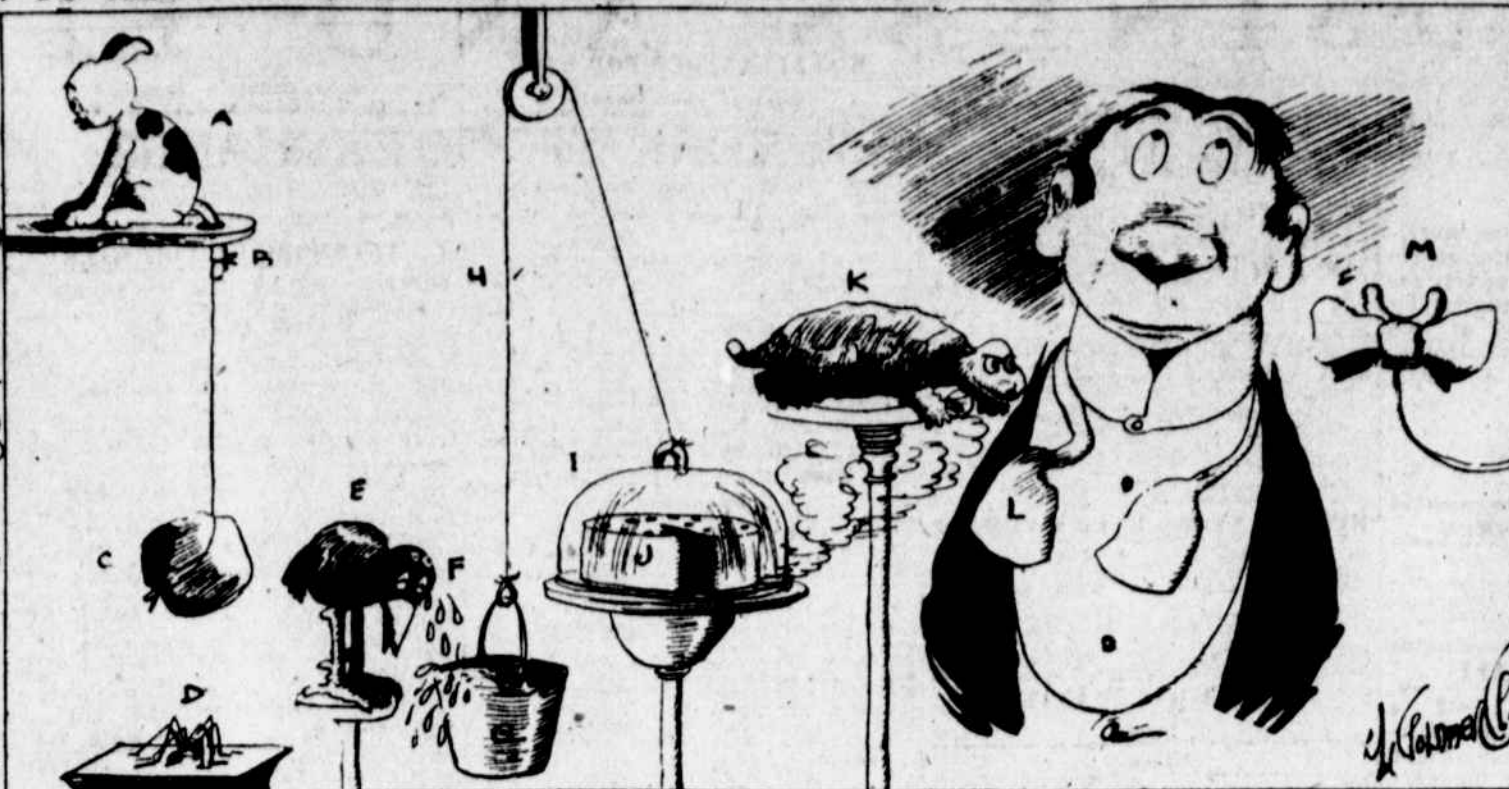
Dives Under "L" Train.

BOSTON, May 9.—Before the eyes of hundreds of persons, an unidentified man leaped in front of an elevated train at the Washington street station of the Cambridge tunnel yesterday. He was dead when taken from beneath the train.

NOW YOU KNOW HOW TO TIE A FULL-DRYSS TIE

(Copyright, 1921, by Mail and Express Co.)

AS RUP (A) GROWS, HIS TAIL (B) LENGTHENS, LOWERING ROCK (C), WHICH CRUSHES SPIDER (D)—BIRD (E) WEEPS FOR UNFORTUNATE SPIDER AND TEARS (F) FILL BUCKET (G) WHICH PULLS STRING (H), RAISING GLASS OVER (I) AND EXPOSING LIMBURGER CHEESE (J)—TURTLE (K)—TURTLE (K) GRABS ENDS OF TIE (L) TO FAN HIMSELF WITH AND SWINGS THEM IN ALL DIRECTIONS—WHEN THEY GET TANGLED IN A KNOT, THE TIE WILL LOOK AS WELL AS THE AVERAGE—IF YOU ARE NOT SATISFIED WITH JOB, THROW TIE AWAY AND USE READY-MADE TIE (M).



HOW DO THEY DO IT?

Registered U. S. Patent Office.

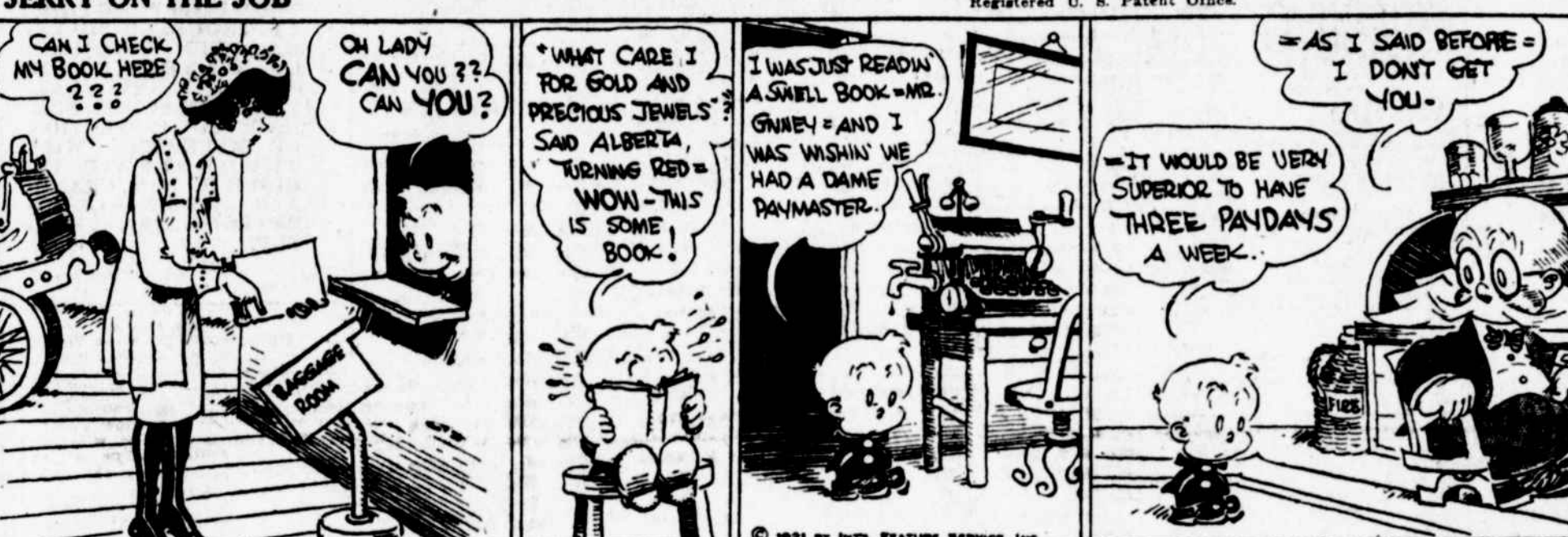


YOUTH WILL BE SERVED



JERRY ON THE JOB

Registered U. S. Patent Office.



SIMPLE ADDITION—THAT'S ALL



KRAZY KAT

Registered U. S. Patent Office.



NEVER PUT OFF 'TILL TOMORROW, ETC.



US BOYS

Registered U. S. Patent Office.



VAN WAS GOING A LITTLE TOO FAR



ABIE THE AGENT

Registered U. S. Patent Office.



ANYTHING THAT'S FREE IS SELDOM GOOD

